



TAURANGA CLASSIC MOTORCYCLE CLUB

CLUB NEWS • Sept 2026 • ISSUE [1]
50 YEARS • 1976–2026

FROM THE PRESIDENT

This is a resumption of the club newsletter. While I can find some material to publish for you, some feedback regarding items you like and what we should avoid will help rebuild this to an informative message each month and keep connected.

For those of you who are unaware, Ray Knowles (long standing supporter of the club) has moved into Bethlehem Shores. He and Shirley would love to see you if you want to have a catch up.

Don't forget to send your registration in for the club 50th Celebration. Let's make this both a good gathering for members and friends while allowing the public to view some very interesting motorcycles that we have gathered as a group over the years.

WHAT ARE OUR OLD BIKES ACTUALLY WORTH?

Anyone who follows classic motorcycles will have seen some fairly ambitious asking prices over the years. But an advertised price and the amount somebody is actually prepared to hand over are two quite different things.

A recent Australian auction gives us an interesting snapshot of where the market sits.

Donington Auctions' **Classic & Vintage Motorcycle Auction** closed on 23 August 2026 and included everything from veteran machines and British classics through to later Japanese motorcycles, along with a sizeable collection of spares.

For those of us interested in the motorcycles of the 1930s through to the early 1970s, some of the results make particularly interesting reading.

The **1929 Douglas B29 350cc** sold for **A\$9,000**. A **1941 BSA WM20** brought **A\$10,500**, while a later **1949 BSA M20** managed only **A\$4,800**.

Then we get into more familiar post-war territory. A **1962 BSA A10 Golden Flash** sold for just **A\$6,000**, despite having carried a pre-auction estimate of A\$9,000–\$12,000.

That Golden Flash result might raise a few eyebrows.

The A10 is one of the quintessential British parallel twins — 650cc, handsome, very usable and with considerably more performance than the old side-valve BSA singles. Yet in this particular auction the wartime WM20 brought nearly twice as much.

Perhaps history now matters as much as performance

The WM20 was never intended to be exciting.

Its 496cc side-valve single was designed to be dependable, simple to maintain and capable of surviving military service. More than **126,000 WM20s were produced**, with the model seeing extensive service with British and Commonwealth forces during the Second World War.

That history now seems to be part of the attraction.

A machine that was once regarded largely as a slow old ex-Army bike has become a tangible piece of wartime history.

Meanwhile the Golden Flash — a motorcycle many of us might consider considerably more desirable to actually ride — achieved A\$6,000.

It is an interesting reminder that **collectability and rideability aren't necessarily the same thing**.

And then there was the Norton...

Perhaps the most intriguing result was a circa-1970 **Norton 'Norvil' Commando 750 Production Racer**, which also sold for **A\$6,000**.

On the face of it, that sounds remarkably cheap.

The genuine Norton Production Racers were serious machinery. Developed at Norton-Villiers' Performance Centre at Thruxton, they became known as the "**Yellow Perils**."

The 745cc Commando engines were hand assembled and blueprinted, with ported heads, a racing camshaft, larger valves and high-compression pistons. In racing tune they could produce more than 65 horsepower and were capable of around **130 mph**.

They weren't just dressed-up road bikes either. Peter Williams came close to winning the 1970 Production TT on one before running out of fuel while leading, and the following year recorded a lap of more than 101 mph. Charlie Sanby won the 1970 Thruxton 500 aboard one.

So why only A\$6,000?

There was a catch.

The auction house couldn't positively establish that this particular motorcycle was an original Production Racer. It had many of the correct features and an engine number that could correspond with the early racers, but no frame number was visible. Donington quite properly described its provenance as something requiring further investigation.

And therein lies another lesson about classic motorcycle values:

provenance matters.

A motorcycle that looks right isn't necessarily worth what an authenticated example is worth.

A few prices to ponder

Motorcycle	Winning bid
1929 Douglas B29 350	A\$9,000
1941 BSA WM20	A\$10,500
1949 BSA M20	A\$4,800
1962 BSA A10 Golden Flash	A\$6,000
c.1970 Norton Norvil Commando Production Racer	A\$6,000
1971 Norton Commando 750	A\$12,000

These are winning bids rather than someone's optimistic asking price, which makes the comparison particularly useful.

So, are classic bikes getting cheaper?

You couldn't draw that conclusion from one auction, but these results do suggest something interesting.

The market isn't simply saying **older = dearer**, nor is it necessarily rewarding the motorcycle with the best performance.

Originality, documented history, rarity, condition and simply whether two determined buyers happen to want the same motorcycle on the day can make an enormous difference.

And perhaps that's not such a bad thing.

For years we've heard stories about classic motorcycles disappearing into collections because their increasing values made owners reluctant to use them. Results like these suggest there are still plenty of interesting old motorcycles available for sums that don't require selling the house.

For a club like ours, that's encouraging.

After all, **the best classic motorcycle is surely one that still gets taken out of the shed and ridden.**

Source: [Donington Auctions — Classic & Vintage Motorcycle Auction results](#)

50TH ANNIVERSARY – LABOUR WEEKEND

24–26 October 2026 • Classic Flyers Museum, Tauranga

Our 50th celebration brings classic motorcycles and classic aviation together under one roof. Not only a chance for us to reminisce but an opportunity for the public to explore the wide range of 'classic' motorcycles in association with the wonderful work the Classic Flyers do with the aero history.

The full 50th Anniversary poster is included at the end of this newsletter.

OUT & ABOUT

Wednesday rides have been quiet of late, no organizer! We have a WhatsApp group for Wednesday rides. Click on the link and



we will keep you in the loop

And it's a more immediate means of comms.



COMING UP

EVENT	WHEN	DETAILS
Club Night	1st Tuesday • 7.30 pm	Clubrooms
Wednesday Ride	Weekly	Email or WhatsApp for details
Old Bikes Run	First Sunday of each month	Short old-bike run with a public stop, then return to Clubrooms

OLD BIKES RUN - FIRST SUNDAY OF THE MONTH

A short, easy run aimed at getting the older bikes out and about. We will usually stop somewhere suitable to park the bikes together and encourage some community interaction - giving people a chance to look, ask questions and enjoy the machines. Return to the Clubrooms afterwards.

This month is the run to Te Aroha with Jack Chappell. Weather was an obstacle for the two previous efforts but hopefully all good to go this weekend. Look for the email.

*A Proper
BRITISH CLASSIC
Ride it.
Enjoy it.*



FOR SALE – 1972 BSA A65 THUNDERBOLT 650

NZ NEW • MATCHING NUMBERS • REBUILT ENGINE

PRICE BY NEGOTIATION

Roger's 1972 BSA A65 Thunderbolt 650 is an NZ-new motorcycle with matching engine and frame numbers. The engine was rebuilt approximately 9,000 miles ago and remains strong and reliable. It starts well, runs strongly and pulls as a Thunderbolt should.



WELL SORTED & READY TO RIDE

A lot of the important work has already been done, including:

- ✓ Rebuilt engine (+.040 pistons, crank -.010)
- ✓ Electronic ignition
- ✓ External spin-on oil filter conversion (Commando style)
- ✓ New carburettor fitted at rebuild
- ✓ New clutch plates and primary chain
- ✓ New rear chain and sprockets (20-tooth gearbox sprocket)
- ✓ Stainless steel Siamese exhaust pipes
- ✓ New rear shocks



COMFORT & TOURING EXTRAS

The seat has been fully rebuilt and is very comfortable.

Fitted with:

- Rear carrier with Givi top box
- Pair of canvas panniers
- Tank bag



*A well-sorted,
MATCHING-NUMBERS BSA
ready to be ridden and enjoyed.*



Located: Katikati, Bay of Plenty



Phone Roger: **027 479 8115**



SPARES INCLUDED

- Unopened +.040 ring set
- 6 new oil filters
- Set of high-level stainless pipes
- Workshop manuals and parts books plus various additional spares and bits



If there's a BSA-sized space in your shed, it might be worth giving Roger a call.

IN THE SHED

Restorations, repairs, new acquisitions, workshop tips and interesting projects from members. If you have a project like Brian Mackie's Kawasaki 440, drop a note and we'll make a story interesting for members.

CLASSIC BIKE NEWS & HISTORY

100 MPH — IN 1939



Top: Triumph Tiger 100 in the collection of the National Motorcycle Museum, UK.

Above left: Factory photograph of the 1939 Tiger 100.

Above right: Close-up of the 498cc OHV parallel-twin engine that gave the Tiger 100 its 100 mph reputation.

Today, 100 mph — or 160 km/h for those who have gone metric — doesn't sound particularly remarkable for a motorcycle.

But imagine doing it in **1939**.

On narrow tyres. With drum brakes. Limited suspension. No full-face helmet, no protective armour and certainly no ABS or traction control.

That was the world into which Triumph introduced one of the great names in British motorcycling — the **Tiger 100**.

Edward Turner's sporting Triumph

The story really begins a few years earlier.

Triumph's chief designer **Edward Turner** had already transformed the company with his 1937 Speed Twin. Its 498cc overhead-valve parallel-twin engine was compact, relatively light and powerful, and the basic layout would influence British motorcycle design for decades.

But Turner wasn't finished.

For riders wanting something rather more sporting, Triumph developed a higher-performance version of the Speed Twin.

Introduced for 1939, it was called the **Tiger 100**.

The name wasn't chosen at random.

The “100” referred to the motorcycle's claimed ability to reach **100 mph**.

That was a very serious claim for a road-going 500cc motorcycle before the Second World War.

Proving the point

Triumph didn't simply rely on advertising.

The company took a Tiger 100 to Brooklands, the famous banked motor-racing circuit in Surrey, where it was ridden by factory tester and racer **Freddie Clarke**.

Running on alcohol racing fuel and fitted with racing equipment, the Tiger reportedly achieved a lap of **118 mph**.

More importantly for prospective owners, Triumph demonstrated that the basic motorcycle had genuine high-performance credentials.

The production Tiger 100 used the same fundamental 498cc parallel-twin architecture as the Speed Twin but received a number of performance improvements, including higher-compression pistons and polished ports.

It was light, fast and — for its day — remarkably sophisticated.

Put 100 mph into perspective

It's worth remembering what was travelling on New Zealand and British roads at the time.

Many family cars of the late 1930s struggled to reach 60 mph.

A typical Austin Seven could manage somewhere around 50 mph. Even considerably larger saloons weren't necessarily capable of much more than 70 mph.

Then along came a 500cc Triumph motorcycle claiming **100 mph straight out of the showroom**.

It must have seemed extraordinary.

And remember the roads.

There were no motorways in Britain in 1939 and certainly none in New Zealand. Road surfaces, tyres, brakes and suspension were all a world away from what we take for granted today.

A genuine 100 mph motorcycle therefore required a considerable amount of confidence from its rider.

Then history intervened

Unfortunately, the Tiger 100 arrived at almost the worst possible moment.

Britain declared war on Germany in September 1939.

Civilian motorcycle production was soon overtaken by military requirements and Triumph turned its attention towards supplying motorcycles for the war effort.

Then, on the night of **14 November 1940**, the Triumph factory in Coventry was destroyed during the devastating German bombing raid on the city.

Much of Triumph's manufacturing capability — including tooling, drawings and records — was lost.

The company subsequently established a new factory at Meriden, and after the war the Tiger 100 returned to production.

But those original **pre-war Tiger 100s remain particularly special machines.**

A name that survived

Unlike many motorcycle model names, Tiger 100 didn't disappear after the war.

Triumph continued developing the T100 through the 1940s and 1950s, and it became one of the company's best-known sporting motorcycles.

The Tiger 100 also became closely associated with competition.

Triumph twins were raced, tuned, modified and developed extensively, helping establish the reputation that ultimately produced machines such as the Thunderbird, Trophy and Bonneville.

The original 1939 Tiger 100 therefore represents something more than simply another desirable old Triumph.

It arrived at the beginning of an era in which the British parallel twin would become one of the dominant motorcycle designs in the world.

And one survives

Britain's **National Motorcycle Museum** has a 1939 Triumph Tiger 100 in its collection and featured the machine again in 2026.

Looking at it today, perhaps the most striking thing is how small and uncomplicated it appears.

There's no enormous engine, no aerodynamic fairing and very little to suggest that this elegant pre-war motorcycle represented serious high performance in its day.

But that's exactly what it was.

In 1939 Triumph was prepared to put **"100"** on the tank and effectively tell the motorcycling world:

This is a hundred-mile-an-hour motorcycle.

Nearly ninety years later, that's still something worth talking about.

MEMBER NEWS

New members, milestones, people and bikes worth mentioning.

NOTICEBOARD

For Sale / Wanted • Parts & technical help • Club business • Other club events

DATES FOR THE DIARY

DATE	EVENT	DETAILS
Tuesday 1 st Sept	Club Night	7.30 pm – Clubrooms
First Sunday monthly 6 th Sept	Old Bikes Run	Short run, community stop, return to Clubrooms
24–26 Oct 2026	50th Anniversary	Classic Flyers Museum, Tauranga

YOUR COMMITTEE – CONTACT DETAILS

Committee contact details for members:

COMMITTEE MEMBER	PHONE	EMAIL
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CLUB CONTACT

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Facebook: Tauranga Classic Motorcycle Club



TAURANGA *Classic* MOTORCYCLE CLUB

CELEBRATING 50 YEARS

OF CLASSIC MOTORCYCLING

IN CONJUNCTION WITH

**CLASSIC
FLYERS**

MUSEUM TAURANGA

SIGHTS, SOUNDS & STORIES *of the Past*

A special Labour Weekend celebration of classic motorcycles and aviation heritage – two great chapters of transport history under one roof.



CLASSIC MOTORCYCLES • CLASSIC AVIATION • SHARED PASSION

LABOUR WEEKEND 2026

24-26

OCTOBER 2026

THREE GREAT DAYS!

AT THE
★ CLASSIC FLYERS ★
**FLYERS
MUSEUM**
TAURANGA

*Jean Batten Drive,
Tauranga Airport*



CLASSIC MOTORCYCLES ON DISPLAY

A diverse collection spanning more than 100 years of motorcycle evolution.



SEE & HEAR THEM RUN

Selected motorcycles fired up throughout the weekend.



WATCH DEMONSTRATION RIDES

Owners take their bikes for short runs at the venue.



MEET THE OWNERS

Talk to the enthusiasts. Listen to the stories and memories behind the machines.



EXPLORE AVIATION HERITAGE

Enjoy the outstanding Classic Flyers aviation collection.



Nostalgia. Engineering. Adventure. Stories that live on.



EVERYONE WELCOME

Riders, families, enthusiasts & history lovers.



FOOD & REFRESHMENTS

Available from the Classic Flyers Café.



CLUB SPIRIT

Great people, great bikes, great weekend!



AMPLE PARKING

Easy access on site.



SEE US ON FACEBOOK

Tauranga Classic Motorcycle Club



EMAIL

taurangaclassicmcc@gmail.com

We look forward to seeing you there!